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**DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310**

AGDA -A (M) (27 Jan 71) FOR OT UT 703239

2 February 1971

SUBJECT: Operational Report - Lessons Learned, Headquarters, 11th
Aviation Battalion, Period Ending 31 July 1970 (U)

AD513758

SEE DISTRIBUTION

1. The attached report is forwarded for review and evaluation in accordance with para 4b, AR 525-15.
2. The information contained in this report is provided to insure that lessons learned during current operations are used to the benefit of future operations and may be adapted for use in developing training material.
3. Information of actions initiated as a result of your evaluation should be forwarded to the Assistant Chief of Staff for Force Development, ATTN: FOR OT UT within 90 days of receipt of this letter.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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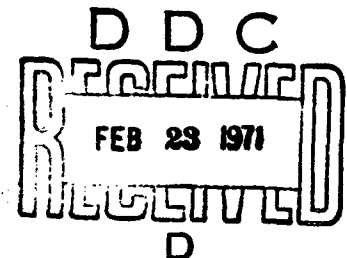
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**DEPARTMENT OF THE ARMY
HEADQUARTERS, 11TH AVIATION BATTALION (COMBAT)
APO SAN FRANCISCO 96289**

"EXEMPLA PROPONERE"

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13 August 1970

SUBJECT: Operational Report-Lessons Learned of the 11th Aviation Battalion (Combat), for Quarterly Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

SEE DISTRIBUTION

1. (C) Operations: Significant Activities.

a. (U) Mission. There were no mission changes.

b. (U) Organization.

An organizational chart depicting the composition of the 11th Aviation Battalion (Combat) may be found at Inclosure 1.

c. (U) Command and Staff.

(1) Significant changes in the 11th Aviation Battalion (Combat) command and staff structure during this reporting period were:

STAFF

(a) On 17 May 1970, CPT Norman L. Haynes, FA, [REDACTED], replaced CPT Patrick McCombs, LI, [REDACTED], as Battalion S4.

(b) On 10 June 1970, MAJ James E. Brayboy, FA, [REDACTED], replaced MAJ Earl L. Molechov, IN, [REDACTED], as Battalion S3.

(c) On 13 June 1970, CPT Gerald R. Davis, SC, [REDACTED], replaced CPT Gerald M. Plukon, SC, [REDACTED], as Battalion Communication Officer.

(d) On 14 July 1970, CPT Robert Ferrigan, IC, [REDACTED], assumed the duties of Battalion AMO.

(e) On 18 July 1970, WO1 Dickie G. Cook, AG, [REDACTED], replaced CW2 Patrick J. Davis, AG, [REDACTED], as Battalion Personnel Officer.

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FOR OT UT
703239
Inclosure

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13 August 1970

SUBJECT: GILL for Period Ending 31 July 1970, ACS USAF-65 (a2) (U)

Unit Commanders

(f) On 5 May 1970, Maj Roy G. Ellington, Lt., [REDACTED] replaced Maj Evangelos Lantos, Lt., [REDACTED] as Commanding Officer of the 173rd Aviation Company (Assault Helicopter).

(g) On 3 July 1970, CPT William S. Farris, Lt., [REDACTED] replaced CPT Gilbert K. Jenkins, Lt., [REDACTED] as Commanding Officer of HHC, 11th Aviation Battalion (Combat).

(h) On 3 July 1970, CPT Gilbert K. Jenkins, Lt., [REDACTED] replaced Maj Robert L. Braddock, Lt., [REDACTED] as Commanding Officer of the 2nd Aviation Company (Assault Support Helicopter).

(2) The current command and staff structure is reflected at Inclosure 2.

d. (U) Unit Strengths (as of 31 July 1970).

(1) Military.

UNIT	OFF		NO		EM		TOTAL	
	ALTH	ASC	ALTH	ASC	ALTH	ASC	ALTH	ASC
HHC	19	20	3	6	85	108	107	136
452d Med Det	1	1	0	0	7	6	8	7
126th Avn Co (Aslt Hel)	19	15	51	49	218	184	288	247
173d Avn Co (Aslt Hel)	19	18	51	49	218	187	288	254
755th Med Det	1	1	0	0	7	6	8	7
200th Avn Co (Aslt Spl Hel)	15	11	26	19	228	211	269	240
113th Avn Co (Aslt Spl Hel)	15	14	26	17	228	216	269	247
TOTAL 11th Avn Bn (Cbt)	89	80	157	142	991	918	1237	1136

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13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(2) Civilian.

UNIT	DAC		VN		3d NAT'L		TECH REP	
	AUTH	PFD	AUTH	PFD	AUTH	PFD	AUTH	PFD
HHC	5	0	11	10	0	0	2	2
432d Med Det	0	0	1	1	0	0	0	0
128th Avn Co (Aslt Hel)	0	0	10	9	0	0	0	0
173d Avn Co (Aslt Hel)	0	0	8	8	0	0	0	0
759th Med Det	0	0	1	1	0	0	0	0
205th Avn Co (Aslt Spt Hel)	0	0	8	8	0	0	1	1
213th Avn Co (Aslt Spt Hel)	0	0	9	8	0	0	1	1
TOTAL 11th Avn Bn (Cbt)	5	0	48	45	0	0	4	4

e. (U) Aircraft Status. See Inclosure 3.

f. (U) Operational Results. See Inclosure 4.

g. (U) Employment. The 11th Aviation Battalion (Combat) was engaged in daily support of tactical operations during the quarter. Continuous training of new personnel was accomplished concurrently with the conduct of normal combat operations.

h. Personnel, Morale, Discipline and Information.

(1) Personnel Records. An average of 1,1940 records were maintained during the period. Processing totals were as follows:

	<u>In Processed</u>	<u>Out Processed</u>
Officer	35	32
Warrant Officer	34	40
Enlisted Men	<u>242</u>	<u>251</u>
Total	311	323

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SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSPOR-65 (R2) (U)

(2) Awards and Decorations. The following awards and decorations were processed this period:

<u>Submitted</u>	<u>Award</u>	<u>Received</u>
2	Silver Star	0
2	Legion of Merit	0
43	Distinguished Flying Cross	42
0	Soldier's Medal	4
0	Bronze Star "V"	0
21	Air Medal "V"	30
6	Army Commendation Medal "V"	141
95	Bronze Star	113
1717	Air Medal	1327
595	Army Commendation Medal	442
4	Purple Heart	4

(3) Battalion Racial Relations Council. In order to enhance racial harmony within the Battalion, a Battalion Racial Relations Council was established on 20 July 1970. Each company provided two members and an alternate, who were appointed, according to the Constitution, by their respective Company Commanders. The membership is limited to three Junior Officers (O3 or lower) and seven Enlisted Men (E-6 or lower). Five of the members were of a minority race. The council will advise the Battalion Commander by providing recommended courses of action to deal with problems and/or sensitivities surfaced by members of the 11th Aviation Battalion (Combat).

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SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2)(U)

i. (C) Intelligence and Security.

(1) Throughout this period, weekly intelligence briefings were presented to the Battalion Commander and staff. In addition, periodic intelligence briefings were presented to subordinate units. Intelligence information was gathered from II Field Force, 1st Cavalry Division (Airmobile), 25th Infantry Division, 1st Aviation Brigade, 12th Aviation Group (Combat), and 23d Artillery Group. These sources provided intelligence coverage for the entire 11th Aviation Battalion (Combat) area of operations.

(2) Maximum aviator utilization of the "Aircraft receiving ground fire map" has been obtained through command emphasis and inclusion of this subject into the new aviator orientation briefings.

(3) At present 95 percent of eligible personnel in the battalion have been granted Confidential clearances. This total should be raised to 100 percent with increased coordination between the S2 section and the Intelligence sections of the units.

(4) Security. In an effort to strengthen our perimeter defenses, we have applied for a 180 day loan of a generator to power the perimeter lights installed by this battalion.

j. (C) Plans, Operations and Training.

(1) Plans. During this reporting period the Battalion Physical Security Plan and all other 11th Aviation Battalion (Combat) plans remained unchanged.

(2) Operations.

(a) The 11th Aviation Battalion (Combat) supported the following major tactical units: II Field Force, 5th ARVN Division, III Corps, 1st Cavalry Division (Airmobile), 1st Australian Task Force, Royal Thai Army Volunteer Force (RTAVF), Long Binh Special Zone (LBSZ), Capital Military District (CMD), 5th Special Forces Group, 53d Signal Group, 3d Brigade of the 9th Infantry Division, 199th Light Infantry Brigade, 11th Armored Cavalry Regiment, 62d Engineer Battalion, 25th ARVN Division, and 25th Infantry Division. These units received all aspects of aviation support.

(b) The 11th Aviation Battalion (Combat) supported the Cambodian operation with all aspects of aviation support. In addition to combat assault, combat assault support and command and control missions, the 11th Aviation Battalion (Combat), flew 253 hours, hauling 1751 tons of

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SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

cargo, during 3272 sorties, during the mission of extracting the 1st ARVN Airborne Division from fire support bases East II, Scout, and Center from Cambodia.

(c) The 11st Aviation Battalion (Combat) continued to conduct air-mobile combat Assaults (CA), tactical extractions, and direct combat support (DSS) missions throughout the reporting period for all major units in the III Corps Tactical Zone.

(d) The 11th Aviation Battalion (Combat) was assigned a total of 84 aircraft recovery missions. The recovery missions included 1 CH47, 4 AH1G's, 2 A1E's, 1 U21 and 76 UH1 type aircraft.

(e) There was a total of nine helibucket fire fighting missions (CH 47 "Chinook" equipped with two 350 gallon water buckets) assigned to the 11th Aviation Battalion (Combat) during the reporting period.

(3) Training.

(a) No allocations for the Jungle Environment Survival Training School were received by the 11th Aviation Battalion (Combat) during the reporting period. However, a training team of two USAF NCO's from the JEST School at Clark AFB, Phillipines visited all 11th Aviation Battalion (Combat) units, 16-18 May 1970, and instructed all assigned aviators and crews in jungle survival, escape and evasion, and proper use of the new USAF survival vest, which has been issued to aviators in the assault helicopter companies.

(b) A Newly Arrived Aviator's Orientation Program at battalion level was established during the reporting period in accordance with 1st Avn Bde Suppl 1 to AR 95-1. This is a 6 hour block of instruction, containing information essential to new aviators. The 11th Aviation Battalion (Combat) has augmented this POI to include additional instruction in COMSEC (Communication Security), SOI (Signal Operations Instructions) and Pathfinder assets. Daily Engine Recording (DER) check, POL contamination and up-dating of Go-No-Go placards were also added. A total of 53 newly assigned aviators received the required POI during the reporting period.

(c) Replacement training of newly arrived 11th Aviation Battalion (Combat) enlisted personnel continues, utilizing facilities provided by the 11th Armored Cavalry Regiment at Di An, RVN. The 11th Aviation Battalion (Combat) provides a liaison NCO to instruct classes relative to aviation units and to provide control of Battalion personnel at Di An.

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13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-25 (R2) (U)

During the reporting period, 186 personnel (98 percent of those eligible) received replacement training as required by USARV Regulation 350-1. The other three personnel were rescheduled for the first week of August.

(d) The 11th Aviation Battalion (Combat) Pathfinder Detachment, consisting of eight personnel, continued its program of parachute training jumps to maintain combat proficiency. A total of eight jumps were conducted during the quarter. The pathfinders also conducted two Mobile Training Team Classes on proper rigging and recovery techniques. One class was for the 11th Armored Cavalry Regiment in Di An; the other for the 205th Aviation Company (Assault Support Helicopter). The 11th Aviation Battalion continues to maintain a mobile training team to instruct the ARVN in proper utilization of airmobile assets.

(e) The program of instrument flight training was continued throughout the reporting period. All Battalion aviators are flying a minimum of two hours of hooded flight monthly, which is normally conducted during flights to and from operational areas. Additionally, all aviators are required to execute a minimum of two instrument approaches (ADF and/or GCA) monthly.

(f) During the reporting period, the Battalion was issued five OH-53 Helicopters. A transition program was instituted immediately, and seven officers, three commissioned and four Warrant Officers, attended the one week transition school located at Vung Tau. The Battalion SIP became IP qualified in the OH-53 in July, and at the present time is conducting transition training within the Battalion.

(g) Due to aircraft being dropped during recovery operations another mandatory monthly class was introduced into the training program during the month of July. The class, "Rigging Operations", includes as a minimum, sling inspection, proper rigging procedures, airspeed limitations, routes of flight and crew coordination. The purpose of these classes is to maintain continuous emphasis on proper aircraft recovery techniques in all units involved in recovery operations.

(h) On 27 July 1970, the INFANTRY TEAM Team initiated a training program for nine students. The purpose of this program is to train students in INFANTRY TEAM operations and tactical employment. The course of instruction includes 30 hours of class room instruction and 25 hours and 30 minutes of flight instruction for each student.

(i) Also on 27 July 1970, the 11th Aviation Battalion (Combat) initiated an ON-The-Job training (OJT) program for training Vietnamese Airforce Crewmembers in Chinook (CH-47) maintenance operations. The 11th Aviation Battalion (Combat) conducted all of the planning, coordination,

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13 August 1970

SUBJECT: CRLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

organization and established the program of instruction (POI) in conjunction with the I&M plan 70-51. The major areas of training will eventually encompass loadmaster, engine repair, aircraft instruments, hydraulics, flight engineers, gunner and aviator training. The training program is organized in such a manner that it will enable the VNAF personnel to become Chinook (CH-47) operational during a short training period. The Aviator Training Program is divided into three training phases. Phase one consists of standardization and first-pilot training and phases, two and three consist of practical flight experience and continued flight experience in the 237th Medium Lift Helicopter Squadron (MLHS). The 11th Aviation Battalion (Combat) continues to monitor and supervise the training program.

(j) Allocations during the reporting period for the Army Aviation Refresher Training School (AARTS) continues to decrease. Allocations received are as follows:

<u>COURSE</u>	<u>NUMBER OF ALLOCATIONS</u>
TECH SUPPLY COURSE	3
UH-1D/H REPAIR COURSE	1
T-53-I-13 ENGINE COURSE	1
CH-47 REPAIR COURSE	1

(k) (C) Logistics. There is a shortage of repair parts at all echelons for the 4,000 pound Forklift, Truck, Ranger 40 Model. There are no repair parts stocked in the Direct Support Unit for this type of equipment. Excessive order/shipping time (six to nine months) is the contributing factor to the high deadline rate of 20 percent for the equipment.

(l) (C) Signal. There was a problem in inadvertent damage being done to the FM homing antennas of the OH-58's. The damage was usually caused by ground personnel pushing or stepping on the antennas while performing maintenance work or by PCI personnel during refueling operations. All personnel are now aware of the fragile condition of the antennas, and are taking preventive measures to preclude damage to them.

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SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(2) "Only emergency transmissions on UHF Guard" was stressed in all new Aviator Orientations and periodically through command channels to all companies. The necessity for communications economy and security continues to be emphasized throughout the Battalion.

m. (C) Maintenance.

(1) The battalion average aircraft density was 12 UH-1B/C's, each operating an average of 80.8 flying hours per month, 43 UH-1D/H's operating an average of 100.3 hours each per month, and 28 CH-47A/C's averaging 78.3 hours per month (See Inclosure 6). Sixteen UH-1 aircraft were turned in and 14 replacements were received. The assault support helicopter companies turned in four CH-47 helicopters and received one replacement.

(2) Based on MTCB authorization at the close of the reporting period, the 11th Aviation Battalion (Combat) had a shortage of four UH-1B/C aircraft. The 213th Aviation Company (Assault Support Helicopter) operated at a strength of 15 aircraft with 16 CH-47's authorized. The 205th Aviation Company (Assault Support Helicopter) operated at a strength of 13 aircraft with 16 CH-47's authorized.

(3) The 213th Aviation Company (Assault Support Helicopter) continued operating exclusively with CH-47C model aircraft. Accumulated high-low time aircraft in the unit at the close of the period were 335 and 73 hours, respectively. The T55-L-11 engine is still the major problem facing the 213th Aviation Company (Assault Support Helicopter). During this quarter, 31 engines have been changed for either high oil consumption in the number four and five bearing package or combustion liner support brackets. A new combustion liner is being designed and a new seal for the bearing package is being developed at this time.

(4) During this quarter a five point turbine engine conservation program was introduced into the 11th Aviation Battalion (Combat). This program consists of:

(a) One hundred percent participation in the Army Spectrometric Oil Analysis Program (ASOAP).

(b) Increased use of the Vibration Meter and Jet-Cal Analyzer.

(c) Implementation of the Turbine Engine Analysis Check (TEAC) and the Daily Engine Recording (DER) program.

(d) Up-dating of "Go-No-Go" placards.

(e) Preventing Fuel Contamination. All units of the battalion are actively participating in this program.

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13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

n. (U) Aviation Safety.

(1) The Battalion closed out fiscal year 1970 with a accident rate of 10.5 and with 95,183 hours flown. The Battalion was able to claim the honors of having the lowest accident rate in the 12th Aviation Group (Combat). We also held the honor for having the lowest accident rate for a Battalion sized unit in USA-RV.

(2) At the close of fiscal year 1970, the Battalion had accrued 110 continuous days without an aircraft accident. During the year we had five accident free months. During fiscal year 1970, we had 20 incidents, 63 precautionary landings, 18 forced landings and 5 combat losses.

	<u>UNIT RATE</u>	<u>COMBAT LOSS</u>	<u>INCIDENTS</u>	<u>F/L</u>	<u>P/L</u>	<u>ACCIDENTS</u>
128TH	18.8	2	9	6	22	6
173RD	3.0	2	6	9	22	1
205TH	13.2	0	1	1	8	2
213TH	7.1	1	3	2	8	1

Our fiscal year accident rate of 10.5 was a reduction of greater than 50% compared with fiscal year 1969's rate of 21.9.

(3) During the quarter, the Battalion had only one accident, and that was contributed to material failure. The aircraft exploded on impact with trees causing the loss of 13 lives. The aircraft had a cratering charge on board and it is suspected that this caused the aircraft to explode. Prior to impact the aircraft commander had declared an engine failure. The emergency situation was aggravated by the low altitude and a near max gross weight situation. Because of this, all aircraft commanders and air missions commanders have been instructed to limit the passenger load to six US personnel or seven ARVN personnel, regardless of additional available power. The only exceptions to this policy will be a tactical emergency extraction. The personnel limit is not considered a minimum load, the "Go-No-Go" limitations must still be considered.

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13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

o. (U) Medical.

(1) During the period 1 May 1970, to 31 July 1970, the 11th Aviation Battalion (Combat) Dispensaries had a total of 4,345 outpatient visits, including 1,119 Vietnamese civilians. Eighty-four patients were referred to U. S. Army hospitals in Long Binh and Saigon, including 23 air evacuations utilizing battalion aircraft. One hundred eighty-two physicals were performed completely within the battalion dispensaries, utilizing special equipment acquired in late 1969 and early 1970.

(2) In general, the health of the command was excellent. Four cases of infectious hepatitis and six cases of shigellosis were treated in the battalion, but no other serious contagious or infectious diseases, including malaria, occurred in the battalion. Overall environmental sanitation was satisfactory. All Vietnamese civilian personnel underwent periodic examinations for tuberculosis, syphilis, and gonorrhea.

(3) Major improvements in facilities included the renovation of the Battalion Dispensary administrative area, the Battalion Medical bunker, and establishment of an optometry clinic in the Battalion Dispensary.

(p) (U) Religious and Personal Services.

(1) The 11th Aviation Battalion's Chaplain has continued to render the organic units with outstanding religious services. The chapel services have been extended by a program of "Taking the Chapel to the troops in the field". This program entails the Chaplain actually going to the field sites routinely on combat assault missions. This service has increased religious attendance and most of all it has made religious services available to the maximum number of personnel.

(2) The 11th Aviation Battalion is currently hosting a VNAF organization for training purposes. The Battalion's Chaplain has made religious services available to these personnel in addition to conducting numerous religious civic actions throughout the community.

(3) Inclosure eight reflects a summary of religious activities during the reporting period.

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13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65

q. (U) Civic Actions.

(1) During the reporting period, the Ben San Leprosarium continued to receive aid from the 205th Assault Support Helicopter Company. In addition to the normal monthly supply of 400 gallons of diesel fuel, the 205th air lifted 6,000 pounds of rice.

(2) The 213th Aviation Company (Assault Support Helicopter) and the 128th Aviation Company (Assault Helicopter) contributed food to the Phu Cuong Refugee Center. The 213th Aviation Company (Assault Support Helicopter) donated one case of eggs, nine cases of milk, two boxes of apples, and ten pounds of sugar. The 128th Aviation Company (Assault Helicopter) contributed seven cans of potatoes and two cases of fruit juice mix. Major Braddock and other members of the 213th assisted in distributing the supplies to the refugee center. The 213th also contributed 300 pounds of medical supplies to the Ben San Leprosarium.

(3) On June 14, Officers from the 173rd Aviation Company (Assault Helicopter) visited the Ben Cat Orphanage and presented the children with two large boxes of assorted toys which were donated by the Officer's wives.

(4) The 173rd Aviation Company (Assault Helicopter) is planning to purchase more ducks for the orphanage. They are also in the planning stage of building a water tower. They have appropriated \$23.00 from the Binh Duong Donor Deposit Fund to buy a battery-powered record player for the Ben Cat Orphanage. Chaplain Sargent, of the 11th Aviation Battalion (Combat), intends to donate some of his Vietnamese records to the orphanage.

(5) On June 20th, swimming lessons were provided for the Vietnamese Boy Scouts. The children were exceptionally enthusiastic, and the whole affair was an overwhelming success.

(6) After noting the success that the 2/12 Arty has had in their Scout Program, the 11th Aviation Battalion (Combat) is now exploring the possibilities of hosting a similar program. The scouts are part of the World Scouting Organization.

(7) The 11th Aviation Battalion (Combat), HHC has also obtained a sewing machine for the Ben Cat Orphanage. Including the obvious use of repairing clothing, the sewing machine will be used for training of the children in the art of making and repairing clothing.

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SUBJECT: ORLL for Period Ending 31 July 1970; RCS CSFOR-65 (R2) (U)

(8) There has been a Foreign Letter Exchange Program initiated, that will work between American grade school classes and Vietnamese schools and orphanages. The potential of this program is enormous. Handled properly it may bridge the communications gap for tomorrow's leaders..

2. (C) Lessons Learned: Commander's Observations, Evaluations, and Recommendations.

a. (U) Personnel: None

b. (C) Intelligence.

(1) Antiaircraft Weapon Locations.

(a) OBSERVATION: The 11th Aviation Battalion (Combat) has experienced difficulty in obtaining information with respect to known enemy anti-aircraft locations.

(b) EVALUATION: During the Cambodian Operation, the 11th Aviation Battalion (Combat) conducted all aspects of aviation support with the 1st Cavalry Division (Airmobile). However, the established agencies and channels were not responsive enough to provide the antiaircraft data in time to be utilized on missions. This resulted in aircraft conducting missions in areas in which known heavy antiaircraft fire was located.

(c) RECOMMENDATION: It is recommended that a system be established that will provide a timely exchange of antiaircraft location data, for the 11th Aviation Battalion (Combat), when the Battalion is operating in the 1st Cavalry Division's area of operations.

(d) COMMAND ACTION: The Commanding Officer, of the 11th Aviation Battalion (Combat), established liaison with the 1st Cavalry Division (Airmobile), as soon as it was apparent that the Battalion was conducting missions in the Division's Area of Operation without benefit of anti-aircraft location data. This liaison resulted in a timely exchange of antiaircraft location data, which still persists today, between the intelligence officers of the respective units.

c. (C) Operations:

(1) External Versus Internal Loading.

(a) OBSERVATION: Many units are utilizing internal loading of Chinook (CH-47) type aircraft as opposed to external loading.

(b) EVALUATION: The internal method of loading Chinook (CH-47) type aircraft results in the aircraft being on the ground for excessive amounts of time, that could be utilized for active employment. Internal loading is more prevalent in hauling fragile mass equipment and class 1 rations.

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SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

However, reinforced A-22 containers can adequately protect fragile supplies and equipment. It is also practical to utilize field expedients such as the pig-pens for hauling miscellaneous equipment and class 1 supplies. Additionally it is also impossible to jettison internal loads in the event an emergency exists.

(c) RECOMMENDATION: It is recommended that all loads for Chinooks (CH-47) be rigged as external loads. This procedure would provide the pilot with the option to jettisoning the load in the event of an emergency and would facilitate more efficient aircraft utilization and expeditious transport of supplies and equipment.

(d) COMMAND ACTION: Command emphasis, bulletins, and letters of instruction, in conjunction with various command and staff briefings, have emphasized the advantages of external loads and recommended exclusive use of external rigging for loads which can be rigged as external loads.

(2) Maximum Utilization of Chinook (CH-47) Aircraft.

(a) OBSERVATION: Many units rig loads for Chinook (CH-47) type aircraft that do not take advantage of the single-sortie lift capability of the aircraft.

(b) EVALUATION: Many of the supported units are preparing loads that weigh approximately five to six thousand pounds. However, each load should be approximately 8,000 pounds. This would enable the aircraft to complete a given mission with less sorties, which would result in better service to the supported units and optimum aircraft utilization.

(c) RECOMMENDATION: That pathfinders and rated aviators be utilized in a program designed to instruct supported units in the techniques and procedures of rigging and sling load operations in general.

(d) COMMAND ACTION: The 11th Aviation Battalion (Combat) has utilized its organic pathfinder detachment as a Mobile Training Team in order to train ground units that are supported by the battalion. The pathfinders have also been instructed to utilize all available time, when working with supported ground units for "on the spot" training.

(3) Simultaneous Use of Two Donuts.

(a) OBSERVATION: The use of two donuts on one hook with the loads suspended at the same length causes stress on the hook in such a manner, that the hook will sometimes release one of the loads.

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(b) **EVALUATION:** The addition of the Chinook (CH-47C, L-11) to the aircraft inventory has increased the lift capability of the Chinook almost two-fold. The supported units normally rig each load with approximately 8,000 pounds utilizing one donut. However, problems develop when two loads are rigged with slings of the same length. This problem is caused by the constant shift in weight of the two loads, which results in severe stress on the hook, because the weight eventually rides in the keeper of the hook.

(c) **RECOMMENDATION:** That units rig double loads with two donuts and employ slings of different lengths. Additionally, a donut should be developed that is capable of supporting loads of 20,000 pounds.

(d) **COMMAND ACTIONS:** Supported units have been instructed to employ slings of different lengths when rigging double loads.

d. (U) Organization. None

e. (U) Training.

(1) Inadvertent Instrument Flight Rules (IFR).

(a) **OBSERVATION:** There is a need for an instrument training program for aviators who are assigned to the Republic of Vietnam (RVN).

(b) **EVALUATION:** Many of the aviators who are assigned to units in Vietnam have received training only for a Rotary Wing Tactical Instrument Ticket. However, during the monsoon season, the weather is so unstable and some missions are flown in conditions that are conducive to becoming IFR inadvertently, in such a manner that the skills obtained during qualification for the tactical ticket are inadequate for the situation.

(c) **RECOMMENDATION:** That the 11th Aviation Battalion (Combat) utilize the assigned rotary wing instrument examiner for additional instrument training for the tactical ticket holder.

(d) **COMMAND ACTION:** The 11th Aviation Battalion has initiated a program which requires that each aviator fly a minimum of two hours of instruments and/or hood each month in addition to performing two instrument approaches each month.

(2) Driver Training.

(a) **OBSERVATION:** The 11th Aviation Battalion (Combat) has been experiencing motor vehicular accidents and receiving traffic violations (DR's) by experienced drivers.

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(b) EVALUATION: A survey was conducted which indicated that most of the licensed drivers had received their driver training and driving experience under good driving conditions, on excellent roads, in addition to controlled traffic situations. The survey also showed that the drivers, who have been involved in traffic accidents or received traffic violations (DR's), had maintained excellent driving records prior to having driven in Vietnam.

(c) RECOMMENDATION: That a program be established in order to identify the least proficient drivers, provide latest driver techniques and regulations relative to Vietnam, and general information for drivers throughout the Battalion.

(d) COMMAND ACTION: The 11th Aviation Battalion (Combat) established a remedial drivers training program on 10 July 1970, which provides driver training for personnel throughout the Battalion. These classes are conducted on a weekly basis and utilize training films, photographs, charts, technical manuals, and vehicles as training aids.

f. Logistics.

(1) Utilization of Water Trailers for Aerial Resupply Versus Other Available Means.

(a) OBSERVATION: A number of units are utilizing water trailers rigged as a sling load, when collapsible water bladders or other means are more feasible.

(b) EVALUATION: The present, generally accepted method of resupplying water to field locations is by the use of water trailers rigged as a sling load for the CH-47 Helicopter. Depending on the type, a water trailer filled to capacity (400 gallons) weighs from 5,450 to 6,070 pounds. The weight of the trailer itself (2,280 to 2,900 pounds) can be considered excess weight when it is sling loaded.

(c) RECOMMENDATION: That the ground commanders be advised as to the feasibility of employing collapsible water bladders or two A-22 bags filled with five gallon water cans when resupplying water to field locations. The difference in weight of a water trailer and the water bladder or A-22 bags will permit the aircraft to carry more water or other supplies with less sorties. Either of the aforementioned suggested methods will afford easy rigging of the equipment for a back haul.

(d) COMMAND ACTION: Correspondence, reference the above mentioned recommendation was effected with all supported units.

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AV3ACA-AC

13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, ACS CSFOR-65 (R2) (U)

g. (U) Communications

(1) Communications During Resupply Missions.

(a) OBSERVATION: Aircraft blade time is being lost due to failure of supported units to properly utilize radio communications.

(b) EVALUATION: During recent operations, there have been numerous incidents of no radio contact with the ground unit at the time the aircraft was scheduled to report for resupply missions. Some ground units are not notifying the II Field Force Army Aviation Elements of changes to radio frequencies. This causes a loss of blade time when the aircraft must remain airborne while awaiting company operations to obtain the correct frequency.

(c) RECOMMENDATION: That ground commanders ensure that radio frequencies on the mission request are correct, and all changes will be immediately given to AAE for transmission to the supporting unit. Further recommend that ground commanders ensure that resupply frequencies are monitored at least 15 minutes prior to scheduled mission times.

(d) COMMAND ACTION: Coordination was accomplished with supported units and AAE in regard to the above mentioned evaluation and recommendation.

h. Material. None

i. Other.

(1) Maintenance on CH-47 Helicopters While the Rotors are Turning.

(a) OBSERVATION: Maintenance personnel are required to conduct maintenance on top of Chinooks (CH-47) while the rotor blades are turning.

(b) EVALUATION: There are certain maintenance checks which require maintenance personnel to conduct the checks on top of the Chinook with the rotor blades turning. This presents a hazardous situation with respect to safety to the maintenance personnel and equipment.

(c) RECOMMENDATION: Maintenance personnel, who are conducting required checks on top of Chinooks (CH-47) with rotor blades turning, should wear helmets with chin straps fastened during the performance of these checks.

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AVERACH-AC

13 August 1970

SUBJECT: ORLL for Period Ending 31 July 1970, RCS CSFOR-65 (R2) (U)

(d) COMMAND ACTIONS: Chinook maintenance personnel have been instructed to use helmets for the above mentioned situation, on an experimental basis in order to determine the practicality of this method. The objective of this program is to provide an added measure of safety and obtain the protection afforded to the ears.

H. McK. Roper Jr.

H. McK. ROPER JR.

LTC, CE

Commanding

8 Incl

1. Organizational Chart

~~2. Command and Staff Structure~~

3. Aircraft Status

4. Operational/Mission Results

5. Ammunition Expended

6. Aircraft Maintenance Statistical Summary

7. Aircraft Combat Damage/Loss

8. Chapel Statistics

Incl 2 w/d HQ DA

DISTRIBUTION:

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1 Copy to CO, 3d Sqdn, 17th Air Cav

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AVRACA-SC (13 Aug 70) 1st Ind
SUBJECT: Operational Report-Lessons Learned, 11th Aviation Battalion
(Combat) for the Period Ending 31 July 1970 RGS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 12TH AVIATION GROUP (COMBAT), APO 96266 2 Sep 70

THRU: Commanding General, II Field Force Vietnam, APO 96266

Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96304

Commanding General, US Army Vietnam, ATTN: AVHGS(DST), APO 96375

Commander-in-Chief, US Army Pacific, ATTN: GPOB-DT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed and concurs with the Operational Report-Lessons Learned for the period ending 31 July 1970 from Headquarters, 11th Aviation Battalion (Combat).

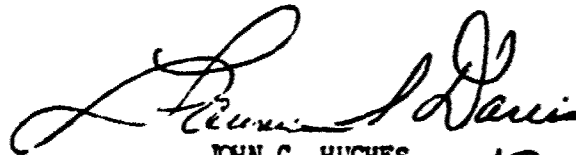
2. (C) The following comments and additions are provided:

a. Reference: page 10, para 1n(3), Aviation Safety. The 128th Assault Helicopter Company accident shown and discussed occurred during the preceding reporting period and is erroneously posted in this ORLL.

b. Reference: page 13, para 2b(1), Anti-aircraft Weapon Locations. The S-2, 12th Aviation Group (Combat), is posting all aircraft shot-at reports by type weapon and date of occurrence. This information is provided to the battalions on a daily basis and can be used by aircraft in avoiding hazardous areas. This information can also be used by higher and lower headquarters in determining suspected base camp/cache sites.

c. Reference: page 14 para 2c(2), "Maximum Utilization of Chinook (CH-47) aircraft." Aircraft support from 12th Aviation Group (Combat) will be reduced during the next reporting period due to the inactivation of an assault and an assault support helicopter company. Maximum utilization of the remaining assets will be required in the coming quarter to minimize the loss of support.

d. Pathfinder sling rigging and inspection classes were scheduled by this headquarters for 12th Group units with organic pathfinders. Assistance visits were also made to all supported units in an effort to reduce dropped loads caused by improper rigging and defective sling equipment.


JOHN C. HUGHES
Colonel, Infantry
Commanding

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AVFBC-RE (13 Aug 70) 2nd Ind

SUBJECT: Operational Report - Lessons Learned of 11th Aviation Battalion
(Combat) for Period Ending 31 July 1970 RCS CSFOR-65 (R2)(U)

DA, HQ, II Field Force Vietnam, APO San Francisco 96266 15 SEP 1970

THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96384

Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO 96375

Commander-In-Chief, US Army Pacific, ATTN: GPOP-DT, APO 96538

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

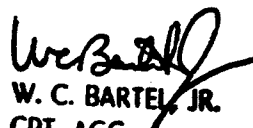
1. (U) This headquarters has reviewed the Operational Report - Lessons
Learned for the quarterly period ending 31 July 1970 from 11th Aviation
Battalion (Combat) and concurs with the comments of the indorsing
headquarters.

2. (C) Comments follow:

a. Reference item concerning "Antiaircraft Weapon Locations",
page 13, paragraph 2b(1). A rapid and timely method of exchanging
antiaircraft location data among all II FFORCEV OPCON units should
aid pilots in avoiding potentially hazardous areas, as well as
improving the exchange of important intelligence information.

b. Reference item concerning "Utilization of Water Trailers for
Aerial Resupply Versus Other Available Means", page 16, paragraph
2f(1). Concur with evaluation and recommendation as presented by the
11th Aviation Bn (Combat) with exception that the tactical unit
commander must determine whether he needs a water trailer on the ground
at the field location. It is conceivable that circumstances could
arise that would require the water trailer for further mission
accomplishment, or that other types of water containers may not be
available.

FOR THE COMMANDER:


W. C. BARTEL, JR.
CPT, AGC
Asst AG

1540334 Operational Report - Lessons Learned, 11th Aviation Battalion (ASLT),
for Period Ending 31 July 1970, AFS GFM-1-5 (20)

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

1. This correspondence has covered subject except as shown with the Dept. of Education.

[illegible]

... ..

WARREN A. PETERSON
CPT, AGC
ASST AG

AVHDO-DO (13 Aug 70) 4th Ind

SUBJECT: Operational Report-Lessons Learned of the 11th Aviation Battalion (Combat), for Quarterly Period Ending 31 July 1970, RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 13 AUG 70

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT, APO 96558

1. This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1970 from Headquarters, 11th Aviation Battalion (Combat) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "External Versus Internal Loading," page 13, paragraph 2c(1). External loads assist the aviation unit in rapidly and safely accomplishing its mission. However, the aviation unit is the supporting unit and the ground unit is the unit supported. Combat requirements as determined by the ground commander may dictate internal loads. Command action of direct coordination and briefings is considered adequate. Unit has been so advised.

b. Reference item concerning "Maximum Utilization of Chinook Aircraft," page 14, paragraph 2c(2). The aviation unit commander is the primary advisor to the ground commander on aviation matters. The action described in Command Action is most appropriate and considered adequate. Unit has been advised.

c. Reference item concerning "Inadvertent Instrument Flight Rules," page 15, paragraph 2e(1). AR 95-63 outlines standards that must be met in order to be awarded a tactical instrument rating. Paragraph 3-9 of that regulation specifically states that the same standard is applicable to tactical, standard and special instrument flight examination. USARV Supplement 1 to AR 95-1 requires unit commanders to conduct an instrument training program for aviators under their command. Action taken is considered adequate. Unit has been so advised.

d. Reference item concerning "Maintenance on CH-47 Helicopters While Rotors are Turning," page 17, paragraph 2i(1): nonconcur. This Headquarters knows of no checks of the CH-47 that require maintenance personnel on top of the aircraft while the blades are turning. This information has been provided

AVHDO-DO (13 Aug 70) 4th Ind
SUBJECT: Operational Report-Lessons Learned of the 11th Aviation Battalion (Combat), for Quarterly Period Ending 31 July 1970,
RCS CSFOR-65 (R2)(U)

the reporting unit through safety channels. Unit has been so advised.
No action by USARPAC or DA is recommended.

FOR THE COMMANDER:



William M. Stevens Jr.

Major, AGC

Assistant Adjutant General

Cy furn:
1st Avn Bde
11th Avn Bn

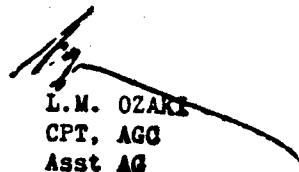
GPOP-DT (13 Aug 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 11th Aviation Battalion (Combat)
for Period Ending 31 July 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 19 NOV 1970

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

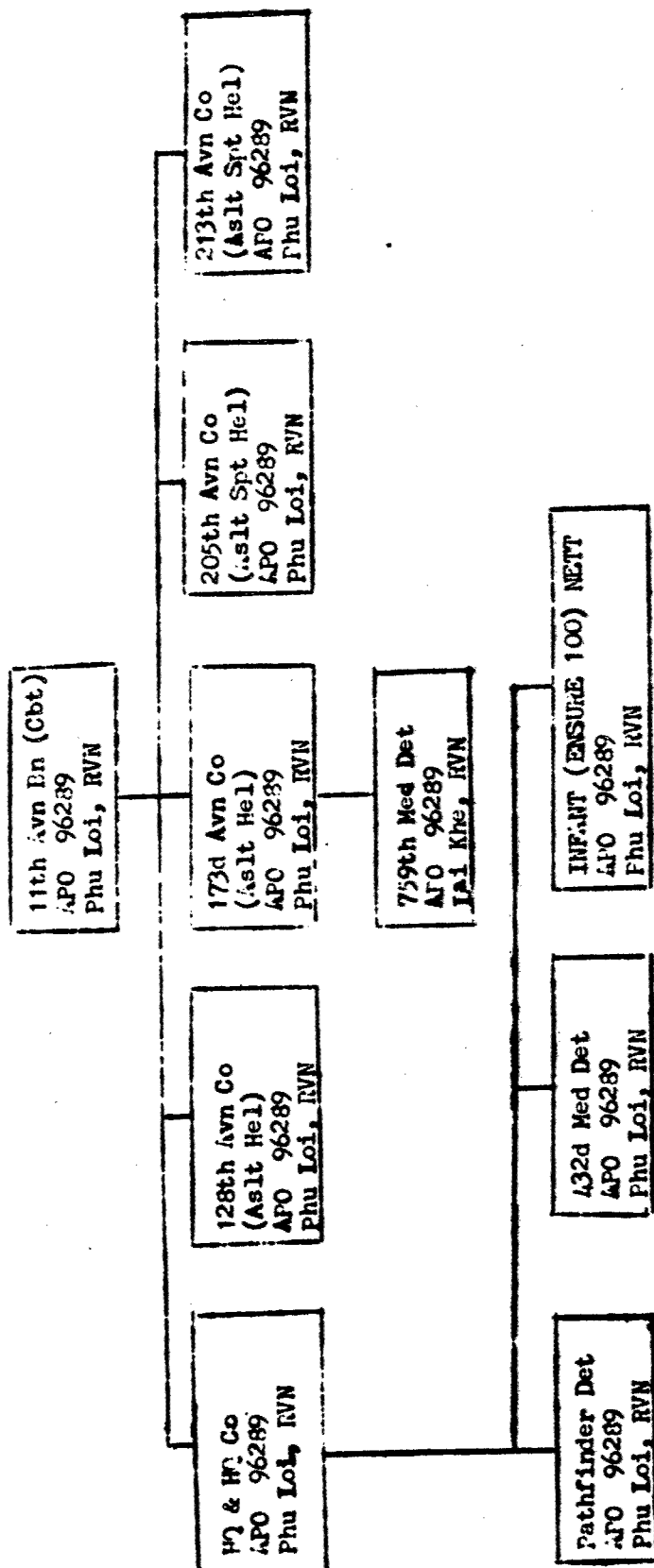
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:


L.M. OZAKI
CPT, AGO
Asst AG

Inclosure 1

11TH AVIATION BATTALION (COMBAT)
ORGANIZATIONAL CHART
AS OF 31 JULY 1970



11TH AVIATION BATTALION (COMBAT)
 AIRCRAFT STATUS
 AS OF 31 JULY 1970

| UNIT | OH-58A | | UH-1 | | | | | | CH-47 | |
|-----------------------------|--------|---------|------|---------|-------|-------|-------|------|---------|--------|
| | AUTH | ON HAND | AUTH | ON HAND | | | | AUTH | ON HAND | |
| | | | | UH-1B | UH-1C | UH-1D | UH-1H | | UH-1H | CH-47A |
| 128th Avn Co (Aslt Hel) | 0 | 0 | 31 | 6 | 0 | 6 | 16 | 0 | 0 | 0 |
| 173d Avn Co (Aslt Hel) | 0 | 0 | 31 | 0 | 6 | 10 | 13 | 0 | 0 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 |
| 213th Avn Co (Aslt Spt Hel) | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 |
| HHC | 3 | 3 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 |
| 11th Avn Bn (Cbt) | 5 | 5 | 63 | 6 | 6 | 17 | 29 | 3 | 32 | 15 |

11TH AVIATION BATTALION (COMBAT)
OPERATIONAL/MISSION RESULTS
FOR THE PERIOD 1 MAY 1970 THROUGH 31 JULY 1970

a. Operational Results:

| UNIT | SORTIES
FLOWN | TROOPS
LIFTED | CARGO
TONS LIFTED | HOURS
FLOWN |
|-----------------------------|------------------|------------------|----------------------|----------------|
| 129th Avn Co (Aslt Hel) | 19,227 | 37,420 | 5 | 7,667 |
| 173d Avn Co (Aslt Hel) | 26,883 | 48,448 | 24 | 8,462 |
| 205th Avn CO (Aslt Spt Hel) | 11,730 | 14,730 | 21,125 | 3,457 |
| 213th Avn Co (Aslt Spt Hel) | 8,714 | 15,507 | 20,809 | 3,210 |
| BN HQ | 1,035 | 227 | 2 | 1,012 |
| 11th Avn Bn (Cbt) | 67,589 | 116,332 | 41,965 | 23,808 |

b. Mission Results:

| UNIT | AIRCRAFT | | ENEMY
KIA | STRUCTURES | | SAMPAIS | | RECOVER-
IES |
|-----------------------------|----------|--------------|--------------|------------|------|---------|------|-----------------|
| | CBT | DAM CPT LOSS | | DAM | DEST | DAM | DEST | |
| 129th Avn Co (Aslt Hel) | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| 173d Avn Co (Aslt Hel) | 1 | 0 | 14 | 12 | 14 | 0 | 0 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 213th Avn Co (Aslt Spt Hel) | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 38 |
| BN HQ | 0 | 0 | 69 | 2 | 2 | 0 | 1 | 0 |
| 11th Avn Bn (Cbt) | 17 | 1 | 95 | 14 | 16 | 0 | 1 | 98 |

~~Inlosure 4~~

11TH AVIATION BATTALION (COMBAT)
 AMMUNITION EXPENDED
 FOR THE PERIOD 1 MAY 1970 THROUGH 31 JULY 1970

| UNIT | 7.62mm | 40mm | 2.75FFAR | 50CAL |
|-----------------------------|---------|------|----------|-------|
| 128th Avn Co (Aslt Hel) | 294,660 | 1879 | 4422 | 7500 |
| 173d Avn Co (Aslt Hel) | 595,160 | 0 | 6436 | 0 |
| 205th Avn Co (Aslt Spt Hel) | 0 | 0 | 0 | 0 |
| 213th Avn Co (Aslt Spt Hel) | 0 | 0 | 0 | 0 |
| Bn HQ | 95,300 | 0 | 508 | 0 |
| 11th Avn Bn (CBT) | 985,120 | 1879 | 11,366 | 7500 |

~~Inclosure 5~~

11TH AVIATION BATTALION (COMBAT)
AIRCRAFT MAINTANANCE STATISTICAL SUMMARY
FOR THE PERIOD 1 MAY 1970 THROUGH 31 July 1970

| TYPE AIRCRAFT | MAY | JUNE | JULY | TOTAL |
|---------------|-------|----------------------|-------|-------|
| | | <u>HOURS FLOWN</u> | | |
| UH-1B/C | 905 | 1092 | 1012 | 3009 |
| UH-1D | 1190 | 1690 | 1235 | 4015 |
| UH-1H | 2805 | 2938 | 2969 | 8712 |
| CH-47A | 1453 | 1236 | 745 | 3434 |
| CH-47C | 1394 | 1094 | 757 | 3145 |
| | | <u>AVAILABLE (%)</u> | | |
| UH-1B/C | 75.0% | 79.8% | 78.5% | 78.0% |
| UH-1D | 80.2% | 75.7% | 75.8% | 77.3% |
| UH-1H | 75.1% | 72.1% | 82.4% | 76.5% |
| CH-47A | 79.4% | 82.2% | 87.8% | 83.1% |
| CH-47C | 67.2% | 73.7% | 82.5% | 74.4% |
| | | <u>NORM (%)</u> | | |
| UH-1B/C | 16.2% | 13.7% | 18.5% | 16.0% |
| UH-1D | 14.4% | 18.7% | 18.6% | 17.2% |
| UH-1H | 19.3% | 24.7% | 14.3% | 19.5% |
| CH-47A | 20.0% | 17.3% | 12.2% | 16.5% |
| CH-47C | 30.4% | 21.2% | 13.1% | 21.6% |
| | | <u>NORS (%)</u> | | |
| UH-1B/C | 8.8% | 6.5% | 3.0% | 6.0% |
| UH-1D | 5.4% | 5.6% | 5.6% | 5.5% |
| UH-1H | 5.6% | 3.2% | 3.3% | 4.0% |
| CH-47A | 0.6% | 0.5% | 0.0% | 0.4% |
| CH-47C | 2.4% | 5.1% | 4.4% | 4.0% |

~~Enclosure 6~~

| UNIT | AIRCRAFT | |
|------------|----------|----------|
| | CBT DAM | CBT LOSS |
| 128th AHC | 11 | 0 |
| 173rd AHC | 5 | 0 |
| 205th ASHC | 5 | 0 |
| 213th ASHC | 3 | 1 |
| HHC | 0 | 0 |
| 11th AB(C) | 24 | 1 |

~~Inclosure 7~~

CONFIDENTIAL

11TH AVIATION BATTALION (COMBAT)
CHAPEL STATISTICS
FOR THE PERIOD 1 MAY 1970 THROUGH 31 JULY 1970

| <u>Occasions</u> | <u>Number of Occasions</u> | <u>Attendance</u> |
|--------------------------------|----------------------------|-------------------|
| Religious Services | | |
| Protestant | 246 | 3947 |
| Catholic | 26 | 593 |
| Church of Christ | 6 | 14 |
| Counseling Sessions | 147 | |
| Troop Duty Area Visits | 2355 | |
| Character Guidance Instruction | 15 | 3075 |
| Memorial Services | 3 | 290 |
| Hospital Visits | 21 | |
| Stockade Visits | 2 | |

~~Inclosure 0~~

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Security Classification

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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~~UNCLASSIFIED~~
~~Security Classification~~